

# Circulation and Bicycle Element: DRAFT Revised Goals and Policies

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This is an on-going first attempt at revising and reorganizing goals and policies according to working group comments and suggestions. It has been drafted as a separate document so it is easier to read and organize.

**[Safety, Economic, Multimodal, Quality Design] - ???** Could Safety and Quality Design be combined, as well as Multimodal and Economic? There is a lot of overlap. The revised goals and policies listed below still require categorization and further revision.

After struggling to categorize many of our existing goals and policies, I would like to propose an alternative to this organizational format which can be seen in **the second half of this document** as “Goals and Policies - (revised and adapted from Tucson Circulation Element)”, which have been revised to better fit our regional plan format and needs. This effort also includes some goals and policies from the existing Regional Plan and Regional Transportation Plan. Two draft introductions have also been provided.

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## **Vision for Circulation and Bicycle Element (Draft)**

The primary goals of an effective regional transportation system are to improve the mobility of people and goods, protect the natural environment, enhance the quality of life of our communities, assure that financial needs are met, and sustain public support for the transportation planning efforts. The factors considered in the development of a comprehensive transportation and circulation plan include supporting the economic viability of the area, increasing the safety of the transportation system, and improving accessibility and mobility options for people and freight. In order to meet these goals, the plan should protect and enhance the environment, promote energy conservation, enhance integration and connectivity of transportation systems, promote efficient system management and operation, and emphasize the preservation of existing intermodal transportation systems.

## **Option #2** (submitted by Nat W.)

**Draft Introduction:** How the population of the plan region goes to work, school, or shopping is addressed in the Transportation Element. Transportation includes a circulation plan that addresses every day commutes, deliveries, emergencies, and tourism. The effects of inter- and intra-state highways as well as the transcontinental railroad must be considered. A circulation plan not only provides access, but it encourages various modes of transportation. The transportation

plan can influence Land Use, where Growth Areas may or should occur, and effect Economic Development and Development Cost.

The Vision and Guiding Principles of the Regional Plan provide a set of aspirations that each Chapter and Element should support and certainly not conflict with them. In general, as we plan for the future and address current shortcomings, smart growth, all aspects of sustainability, and sensitivity to our place, environment, and history must be an underlying theme.

To help in setting the goals and policies Transportation can be subdivided into four topical areas; Economic, Safety, Multimodal, Quality Design. And So on.....

### **Existing Goals and Policies**

#### **Goal T1 (Safety, Economic, Multimodal)???**

The Flagstaff region will have a safe, convenient, efficient and user-friendly transportation system.

##### **Policy T1.1**

Develop an integrated transportation system that is balanced across all modes that serve the movement of people and goods throughout the region.

##### **Policy T1.2**

Create an effective and resilient transportation system within and across corridors and modes in the region.

##### **Policy T1.3**

Develop a transportation system that addresses both short and long-term needs of the region.

##### **Policy T1.4 (Safety, Quality Design)**

Reduce negative traffic impacts in residential neighborhoods, including but not limited to noise, congestion and traffic-related hazards.

##### **Policy T1.5**

Prioritize transportation investments and establish roadway improvements categories based upon safety, community needs and values.

##### **Policy T1.6 (Quality Design)**

Regional road, transit and other modal systems, and their component parts, will be designed with a level of service and connectivity appropriate to the context of their built and natural environment.

**Policy T1.7**

Identify truck circulation needs.

**Policy T1.8**

Develop an efficient public transit system.

**Policy T1.9**

Develop a cost-effective public transit system.

**Goal T2 (Multimodal) Policy under T3?**

Alternative transportation modes will be emphasized and encouraged, while reducing dependency on the automobile.

**Policy T2.1 (Multimodal, Economic) Strategy?**

Recognize the importance of rail freight and passenger service.

**Policy T2.2 (Multimodal)**

The public transit system will be an integral part of the region's overall transportation system.

**Policy T2.3**

Provide intermodal connectivity.

**Policy T2.4**

Coordinate a public transit system.

**Policy T2.5 (See T2.2 and T2.4 above)**

An enhanced public transit system will be promoted as an integral part of the region's overall transportation system and land use development patterns.

**Policy T2.6**

Establish a comprehensive bicycling network and trails system.

**or,**

Establish a comprehensive bicycling network and trails system well-suited to serving high volume short and mid-range utilitarian trips as well as access to and service of longer distance recreational trips.

**Policy T2.7**

Transit services will grow in the level frequency and capital investment commensurate with the intensity of activity and development of the community.

### **Policy T2.8**

Promote transportation modes other than single occupancy vehicles.

### **Goal T3 (Quality Design)**

The region's development pattern will encourage a diverse range of transportation choices including transit, walking and bicycling, as well as driving, through quality design.

#### **Policy T3.1**

Integrate transit system design. **What does this mean???**

#### **Policy T3.2**

Promote accessible, pedestrian-friendly community design.

### **Goal T4**

The Region's transportation system will be developed and managed with attention both to supply-side (e.g., new roads) and to demand-side strategies.

**or,**

The Region's transportation system will be developed and managed with attention both to supply-side (e.g., new roads, new transit service) and to demand-side strategies (e.g., land use, pricing).

### **Recommended Bicycle Policies - per City of Flagstaff Bicycle Advisory Committee**

1. Develop recognition of bicycling as a legitimate and beneficial form of transportation.
2. Establish and maintain a comprehensive system of bikeways that seamlessly connect neighborhoods, shopping, employment, schools, parks, open space, and public transit hubs.
3. Educate bicyclists and motorists about bicyclist safety through education programs, targeted enforcement and detailed crash analysis.
4. Provide short and long term bicycle parking at all places where bicyclists want to go, including commercial areas, employment centers, multi-family developments, schools and institutions, recreational facilities, and transit facilities.
5. Ensure that policies to increase cycling and meet the needs of bicyclists are fully integrated into all of the City's plans, policies, studies, strategies, and regulations.

## **Alternative: Goals & Policies (Revised and adapted from Tucson Circulation Element)**

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### **Goal T1**

**Mobility and Accessibility:** Improve the mobility of people and goods throughout the region by providing efficient, effective, convenient, accessible, and safe transportation options for travel to employment, education, medical, and other desired destinations.

#### **Policy T1.1**

Provide an integrated, multimodal, regional transportation system that offers attractive choices among modes for the efficient movement of people and goods.

#### **Policy T1.2**

Provide a regional balance of transportation facilities and services by mode, including automobile, truck, public transit, bicycle, pedestrian, rail and aviation.

#### **Policy T1.3**

Provide the accommodation of more than one mode of travel in transportation improvement projects, as appropriate and in accordance with context.

#### **Policy T1.4**

Provide a continuous system of functional segments and points of convenient transfer from one mode to another.

#### **Policy T1.5**

Manage the performance of all modal systems and their interactions to best mitigate traffic congestion and to attain safe operating conditions.

#### **Policy T1.6**

Effectively operate and maintain transportation facilities and infrastructure.

#### **Policy T1.7**

Promote travel demand strategies and incentives to more fully utilize alternate modes of travel.

#### **Policy T1.8**

Assure that transportation investments improve the mobility of all segments of the community, including the underserved, disabled, and economically disadvantaged.

#### **Policy T1.9**

Promote strategies to reduce peak period demand through car pooling, flexible hours, alternate modes of travel, and other travel reduction techniques.

**Policy T1.10**

Identify and pursue funding mechanisms for ongoing maintenance of existing transportation investments and for future improvements needed to maintain mobility within the transportation system.

**Policy T1.11**

Develop and adopt measures requiring on-site improvements for both public and private projects.

**Policy T1.12**

Develop and implement overall strategies to maintain clean air standards and continue to subject transportation plans to assessment procedures to determine their air quality impacts.

**Policy T1.13**

Develop regional level of service measures and mobility management goals; and design, manage, monitor and evaluate the performance of the transportation system to be consistent and in conformance with them.

**Goal T2**

**Safety:** Provide for the planning, design, construction and operation of transportation facilities and services to reduce, to the greatest possible extent, the losses from accidents.

**Policy T2.1****Goal T3**

**Environmental Considerations:** Protect the natural and built environments from adverse impacts resulting from the provision of transportation facilities and services. Promote transportation facilities and services that enhance the quality of life of the communities within the region.

**Policy T3.1**

Design transportation improvement projects to comply with air quality standards and avoid the creation of air quality hot spots.

**Policy T3.2**

Consider the economic, energy and environmental effects of transportation investments.

**Policy T3.3**

Promote the implementation of the goals and objectives of adopted land use plans and development policies with investments in transportation facilities and services.

**Policy T3.4**

Promote transportation investments that will enhance the quality and livability of neighborhoods and community places and support appropriate opportunities for urban infill development projects.

**Policy T3.5**

Consider incentives to reduce the average length of work trips made by single occupant autos and provide incentives to increase the percentage of work trips made by alternate modes of transportation.

**Policy T3.6**

Promote investments in the transportation systems that complement investments in other public infrastructure and utilities and promote a beneficial impact on the region's economic vitality.

**Policy T3.7**

Attempt to equitably distribute the burdens and benefits of transportation investments to all segments of the community.

**Policy T3.8**

Provide for transportation enhancements, including bicycle lanes, sidewalks and nontraditional transportation projects.

**Policy T3.9**

Review and revise parking and other terminal regulations to provide for their use as flexible tools to achieve other overall transportation policies.

**Policy T3.10**

Design transportation facilities and infrastructure that implement eco-system based design strategies to manage stormwater, minimize its environmental disruption, and minimize "end-of-pipe" treatments.

**Goal T4**

**Quality Design:** Regional road, transit and other modal systems, and their component parts, will be designed with a level of service and connectivity appropriate to the context of their built and natural environment.

**Policy T4.1**

Promote context sensitive solutions (CSS) in all transportation investments.

**Policy T4.2**

Promote the implementation of complete streets.

**Policy T4.3**

Design gateways and corridors with aesthetic and architectural features reflecting Flagstaff's unique heritage.

**Policy T4.4**

Design well-landscaped, attractive transportation facilities and infrastructure.

**Policy T4.5**

Design transportation facilities and infrastructure with sensitivity to historic and prehistoric sites and buildings.

**Policy T4.6**

Design transportation systems which incorporate elements that complement our landscapes and views.

**Goal T5**

**Automobile and Truck Facilities:** Promote an effective, well-planned system of roadways that establishes a functional, safe, and aesthetic hierarchy of streets while incorporating the latest advanced technologies.

**Policy T5.1**

Work together with other jurisdictions to implement adopted policies of the *Regional Transportation Plan* to accommodate existing and future demands for transportation and to facilitate a sustainable transportation system, reduce congestion, and provide for efficient and economic movement of people and goods.

**Policy T5.2**

Promote convenient multimodal access to public places having high concentrations of trips, including activity centers, schools, parks, recreation areas, monuments, and historic sites and tourist attractions.

**Policy T5.3**

Promote efficient transportation connectivity to major trade corridors and special districts, which enhance the region's standing as a major economic hub.

**Policy T5.4**

Provide for a road and street classification system that is based on context, function, type, use, and visual quality.

**Policy T5.5**

Integrate vehicular circulation within neighborhoods and improve bicycle and pedestrian connectivity to key destinations, including recreation areas, such as parks, adjacent services, transit facilities and schools.



**Policy T5.6**

Design streets with continuous pedestrian facilities of sufficient width to provide safe accessible use and opportunities for shelter.

**Policy T5.7**

Design neighborhood streets using appropriate traffic calming techniques and street widths to sustain the quality of life in the neighborhoods.

**Policy T5.8**

Identify rights-of-way for transportation corridors as adopted in the *Major Streets and Routes Plan*.

**Goal T6**

**Transit Facilities and Services:** Provide for a safe, efficient, and accessible public transportation system that is in harmony with area-wide environmental objectives while making the most effective and prudent use of public funds to operate the system.

**Policy T6.1**

Provide a public transit system that is readily accessible, convenient and safe to an increasing proportion of persons in the region.

**Policy T6.2**

Encourage optimal availability and utilization of public transit facilities and services within the region.

**Policy T6.3**

Provide public transit centers that are effectively distributed throughout the region to increase the attractiveness of public transit.

**Policy T6.4**

Provide opportunities to develop multiuse corridors of sufficient intensity and diversity to support future high capacity transit.

**Policy T6.5**

Provide convenient public transit connections at urban activity centers.

**Policy T6.6**

Provide paratransit operations to Americans with Disabilities Act eligible populations that are complementary and comparable to the fixed route component and that comply with all Americans with Disabilities Act requirements.

**Policy T6.7**

Develop an integrated system that seamlessly links all modes of transportation into a system that maximizes the public's ability to use alternate modes of transportation.

## **Goal T7**

**Bicycle Facilities:** Plan for bikeways and bicycle facilities that provide for the safe and efficient means of transportation and recreation throughout the region.

### **Policy T7.1**

Promote bicycle travel as an alternate mode of transportation.

### **Policy T7.2**

Develop a system of bikeways and bicycle facilities that provide a continuous, connective, safe and accessible system.

### **Policy T7.3**

Promote bicycle safety education programs to increase awareness of and adherence to laws and regulations regarding bicycle use.

### **Policy T7.4**

Design bikeways and bicycle facilities consistently throughout the region.

### **Policy T7.5**

Develop bikeways facilities that serve the needs of advanced, basic and children bicyclists.

## **Goal T8**

**Pedestrian Facilities:** Plan and encourage the use of pedestrian facilities as a critical element of a safe and livable community to meet the transportation and recreational needs of the community.

### **Policy T8.1**

Provide for the construction of accessible pedestrian facilities with all street construction and reconstruction; all private residential, commercial, and industrial development; and all public development in the urban area.

### **Policy T8.2**

Develop a program for the installation of pedestrian facilities in already developed urban areas where they do not currently exist.

### **Policy T8.3**

Design pedestrian facilities that are direct, safe, comfortable, aesthetically pleasing and continuous.

### **Policy T8.4**

Improve pedestrian visibility and safety and raise awareness of the benefits of walking.

**Policy T8.5**

Identify specific pedestrian mobility and accessibility challenges and develop measures for implementation of necessary improvements.

**Goal T9**

**Public Support:** Build and sustain public support for the implementation of transportation planning goals and objectives, including the financial underpinnings of the plan, by actively seeking meaningful community involvement.

**Policy T9.1**

Maintain the credibility of the regional transportation planning process through the application of professional standards in the collection and analysis of data and in the dissemination of information to the public.

**Policy T9.2**

Approach public involvement proactively throughout regional transportation planning and programming processes, including open access to communications, meetings, and documents related to the plan.

**Policy T9.3**

Include and involve all segments of population, including those groups protected under Title VI of the Civil Rights Act of 1964 and Executive Order 12898 Environmental Justice provisions, including future amendments to those provisions.

**Policy T9.4**

Promote effective intergovernmental relations through agreed upon procedures to consult, cooperate and coordinate transportation related activities and decisions.